

Federal Aviation Administration,
National Headquarters, 800
Independence Avenue, SW., Room
617, Washington, D.C. 20591

Federal Aviation Administration,
Western-Pacific Region, Airports
Division, Room 3012, 15000 Aviation
Boulevard, Hawthorne, California
90261

Federal Aviation Administration, San
Francisco Airports District Office, 831
Mitten Road, Burlingame, California
94010-1303

Mr. Robert C. White, Director of
Aviation, Airport Authority of
Washoe County, Nevada, Box 12490,
Reno, Nevada 89510

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Hawthorne, California on June
13, 1995.

Herman C. Bliss,

*Manager, Airports Division, AWP-600,
Western-Pacific Region.*

[FR Doc. 95-15891 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-13-M

T.F. Green State Airport; Providence, Warwick, RI; Noise Exposure Map Notice

AGENCY: Federal Aviation
Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation
Administration (FAA) announces its
determination that the noise exposure
maps submitted by Rhode Island
Department of Transportation (RIDOT)
for T.F. Green State Airport under the
provisions of Title I of the Aviation
Safety and Noise Abatement Act of 1979
(Pub. L. 96-193) and 14 CFR Part 150
are in compliance with applicable
requirements.

EFFECTIVE DATE: The effective date of the
FAA's determination on the noise
exposure maps is June 15, 1995.

FOR FURTHER INFORMATION CONTACT: John
Silva, FAA New England Region, 12
New England Executive Park,
Burlington, Massachusetts 01803.

SUPPLEMENTARY INFORMATION: This
notice announces that the FAA finds
that the noise exposure maps submitted
for T.F. Green State Airport are in
compliance with applicable
requirements of Part 150, effective June
15, 1995.

Under section 103 of the Aviation
Safety and Noise Abatement Act of 1979
(hereinafter referred to as "the Act"), an
airport operator may submit to the FAA
noise exposure maps which meet

applicable regulations and which depict
noncompatible land uses as of the date
of submission of such maps, a
description of projected aircraft
operations, and the ways in which such
operations will affect such maps. The
Act requires such maps to be developed
in consultation with interested and
affected parties in the local community,
government agencies, and persons using
the airport.

An airport operator who has
submitted noise exposure maps that are
found by FAA to be in compliance with
the requirements of Federal Aviation
Regulations (FAR) Part 150,
promulgated pursuant to Title I of the
Act, may submit a noise compatibility
program for FAA approval which sets
forth the measures the operator has
taken or proposes for the reduction of
existing noncompatible uses and for the
prevention of the introduction of
additional noncompatible uses.

The FAA has completed its review of
the noise exposure maps and related
descriptions submitted by RIDOT. The
specific maps under consideration are
Figure 6-1, 1993 Baseline DNL
Contours, and Figure 6-7, 1998 Forecast
DNL Contours Using Airport Master
Plan Forecasts, each of which is
published in "Revised Noise Exposure
Maps for T.F. Green State Airport",
dated April 1995. FAA has determined
that these maps for T. F. Green State
Airport are in compliance with
applicable requirements. This
determination is effective on June 15,
1995. FAA's determination on an airport
operator's noise exposure maps is
limited to a finding that the maps were
developed in accordance with the
procedures contained in appendix A of
FAR Part 150. Such determination does
not constitute approval of the
applicant's data, information or plans,
or a commitment to approve a noise
compatibility program or to fund the
implementation of that program.

If questions arise concerning the
precise relationship of specific
properties to noise exposure contours
depicted on a noise exposure map
submitted under section 103 of the Act,
it should be noted that the FAA is not
involved in any way in determining the
relative locations of specific properties
with regard to the depicted noise
contours; or in interpreting the noise
exposure maps to resolve questions
concerning, for example, which
properties should be covered by the
provisions of section 107 of the Act.
These functions are inseparable from
the ultimate land use control and
planning responsibilities of local
government. These local responsibilities
are not changed in any way under Part

150 or through FAA's review of noise
exposure maps. Therefore, the
responsibility for the detailed
overlaying of noise exposure contours
onto the map depicting properties on
the surface rests exclusively with the
airport operator which submitted those
maps, or with those public agencies and
planning agencies with which
consultation is required under section
103 of the Act. The FAA has relied on
the certification by the airport operator,
under section 150.21 of FAR Part 150,
that the statutorily required consultation
has been accomplished.

Copies of the noise exposure maps
and of the FAA's evaluation of the maps
are available for examination at the
following locations:

Federal Aviation Administration, New
England Region, Airports Division, 16
New England Executive Park,
Burlington, Massachusetts 018033

Rhode Island Airport Corporation, T. F.
Green State Airport, Warwick, Rhode
Island 02886

Questions may be directed to the
individual named above under the
heading **FOR FURTHER INFORMATION
CONTACT**.

Issued in Burlington, Massachusetts, June
15, 1995.

Vincent A. Scarano,

*Manager, Airports Division, New England
Region.*

[FR Doc. 95-15892 Filed 6-27-95; 8:45 am]

BILLING CODE 4910-13-M

Notice of Public Conference

AGENCY: Federal Aviation
Administration, DOT.

SUMMARY: This notice announces an
International Conference on Cabin
Safety Research, which is being held by
the Federal Aviation Administration
(FAA) for the purpose of presenting the
agency's Cabin Safety Research Program
(CSRP) plan, and soliciting input from
the public on the content of the plan.
The CSRP and the conference are being
jointly sponsored by the Joint Aviation
Authorities (JAA) of Europe, and
Transport Canada Aviation (TCA).

DATES: The Conference is scheduled for
Tuesday thru Thursday, November 14-
16, 1995. Registration will begin at 7:30
a.m., November 14 and the Conference
will begin at 8:30 a.m.

REGISTRATION: Persons planning to
attend the public conference are
encouraged to pre-register by contacting
the person identified later in this notice
as the contact for further information.
Pre-registration is requested by October
13, 1995.

ADDRESSES: The public conference will be held at Harrahs Casino-Hotel, 1725 Brigantine Boulevard, Atlantic City, New Jersey 08401, telephone 1-800-242-7724 (outside the United States: 609-441-5600).

FOR FURTHER INFORMATION CONTACT: April Horner, Galaxy Scientific Corporation, c/o FAA Technical Center, Fire Safety Branch, AAR-422, Bldg. 287, Atlantic City International Airport, New Jersey 08405, telephone 609-485-4471, fax 609-646-5229, or on internet at: smtplink%april_horner_at_ct27@admin.tc.faa.gov.

SUPPLEMENTARY INFORMATION: Notice is given of a public conference November 14-16, 1995 at the Harrahs Casino-Hotel, 1725 Brigantine Boulevard, Atlantic City, New Jersey 08401. The purpose of this conference is to present the proposed joint FAA/JAA/TCA Cabin Safety Research Program plan to the interested public, and provide an opportunity for public comment and provide input on the content of the plan.

Cabin safety has long been the focus of extensive research. This research has historically taken two primary forms: (1) Study of means to increase the speed at which evacuation from an airplane is possible, and (2) Study of means to prolong the time available for evacuation. Examples of the former include exit sizes and access provisions, escape slide performance and effects of interior features. Examples of the latter include material flammability and fire protection systems. In addition, research into human tolerance and impact protection has more recently assumed a greater overall role in the research program.

Until recently this research has at various times been focused on very specific areas and has been conducted mostly independently of other cabin safety research. Evacuation research at the FAA is conducted at the Civil Aeromedical Institute (CAMI) in Oklahoma City, Oklahoma; fire safety research is conducted at the Technical Center in Atlantic City, New Jersey. Research into crash dynamics is conducted at both facilities, with CAMI concentrating on human tolerance and seating systems and the Technical Center concentrating on airframe structural performance. Various facilities in Europe and Canada conduct research in specific areas.

While research up to now has been very productive and has resulted in improved safety standards, it has been largely carried out in piecemeal fashion, outside of a systematic framework. There has been no formal vehicle to

integrate all cabin safety research so that the benefits are maximized, and the available funds are spent most efficiently. The FAA has developed such a vehicle to improve both the efficiency and quality of future cabin safety research. Because research will often result in new guidance or regulation, and because the aviation industry is largely an international entity, this potential regulatory impact must be harmonized between regulatory authorities. Therefore, the FAA has coordinated on the development of the CSRP with the joint Aviation Authorities and Transport Canada Aviation.

The agenda for the conference will include:

Tuesday, November 14, 1995

Morning Session

- Opening Address (Addresses)
- Overview of Program and Plan
- Presentations pertaining to overall Program

Afternoon Session

- Presentations and discussion on Evacuation

Wednesday, November 15, 1995

Morning Session

- Presentations and discussion on Crash Dynamics
- Presentations and discussion on Inflight Emergencies

Afternoon Session

- Presentations and discussion on Fire Safety

Thursday, November 16, 1995

Morning Session

- Break Out Sessions

Afternoon Session

- Reconvene and present recommendations
- Closing statements

Attendance is open to the interested public, but will be limited to the space available.

Conference Procedures

Hotel room reservations should be made in advance. A block of rooms has been reserved at Harrahs Hotel-Casino at a Conference rate. Persons wishing to attend the Conference are encouraged to make reservations by October 13, 1995, by contracting the Hotel direct at 1-800-242-7724 (outside the United States: 609-441-5600). Be sure to identify yourself as an FAA Cabin Safety Conference attendee to receive the special rate.

Persons in Canada that wish to pre-register, may contact the following, in lieu of the person listed under **FOR FURTHER INFORMATION CONTACT**, if that would be more convenient: Mr. Claude Lewis, Transport Canada Aviation, Airworthiness Branch—AARDH, Ottawa, Ontario, Canada KIA 0N8, Telephone: 613-990-5906.

Persons who plan to attend the Conference should be aware of the following procedures which are established to facilitate the workings of the conference.

1. The Conference will be open on a space available basis to all persons registered.

2. There is no fee for attending the conference however, no meals/refreshments will be provided.

3. Following each presentation, a brief question and answer period will be allowed and all persons will be given the opportunity to open discussions on the presentation, within the time available. In addition, there will be separate, break-out sessions on each of the technical areas for open discussion.

4. Statements made by FAA participants at the conference will not be taken as expressing final FAA positions.

Issued in Renton, Washington, on June 16, 1995.

Darrell M. Pederson,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service, ANM-100.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

DEPARTMENT OF THE INTERIOR

National Parks Service

[Docket No. 25149]

Airspace Management Over the Grand Canyon National Park; Public Meeting

AGENCY: Federal Aviation Administration (FAA), DOT and National Parks Service (NPS), DOI.

ACTION: Notice of meeting.

SUMMARY: This notice announces the date, time, and location of a public meeting to address issues related to Special Federal Aviation Regulations for the Grand Canyon (SFAR No. 50-2). In October 1994, the National Parks Service submitted its Report to Congress as required by Public Law 100-91. The purpose of this meeting is to provide the